

Flight Procedures Cover Page	Task Action: Amendment	Task Type: SID	Estimated Chart Date: 11/03/2022	APWS Task ID: 68824B2FF2714518833B2C75A48F10E3	APWS Project ID: 762AACA672AA4EBFB4F1303ED36CA3D5
Procedure: SID JASPA SEVEN (RNAV) DALLAS-FORT WORTH KDFW		Enroute: YES	Specialist: Copeland, Guy		Agreement Number:
Airport ID: KDFW			Airport City: DALLAS-FORT WORTH		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type:			


Procedure Comments:
AMENDMENT

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 SUBJECT: GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION.

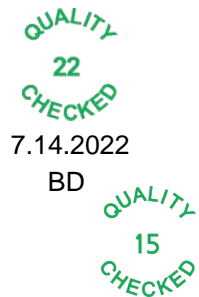
CONTACT: DAVID TEFFETELLER 202-267-5177

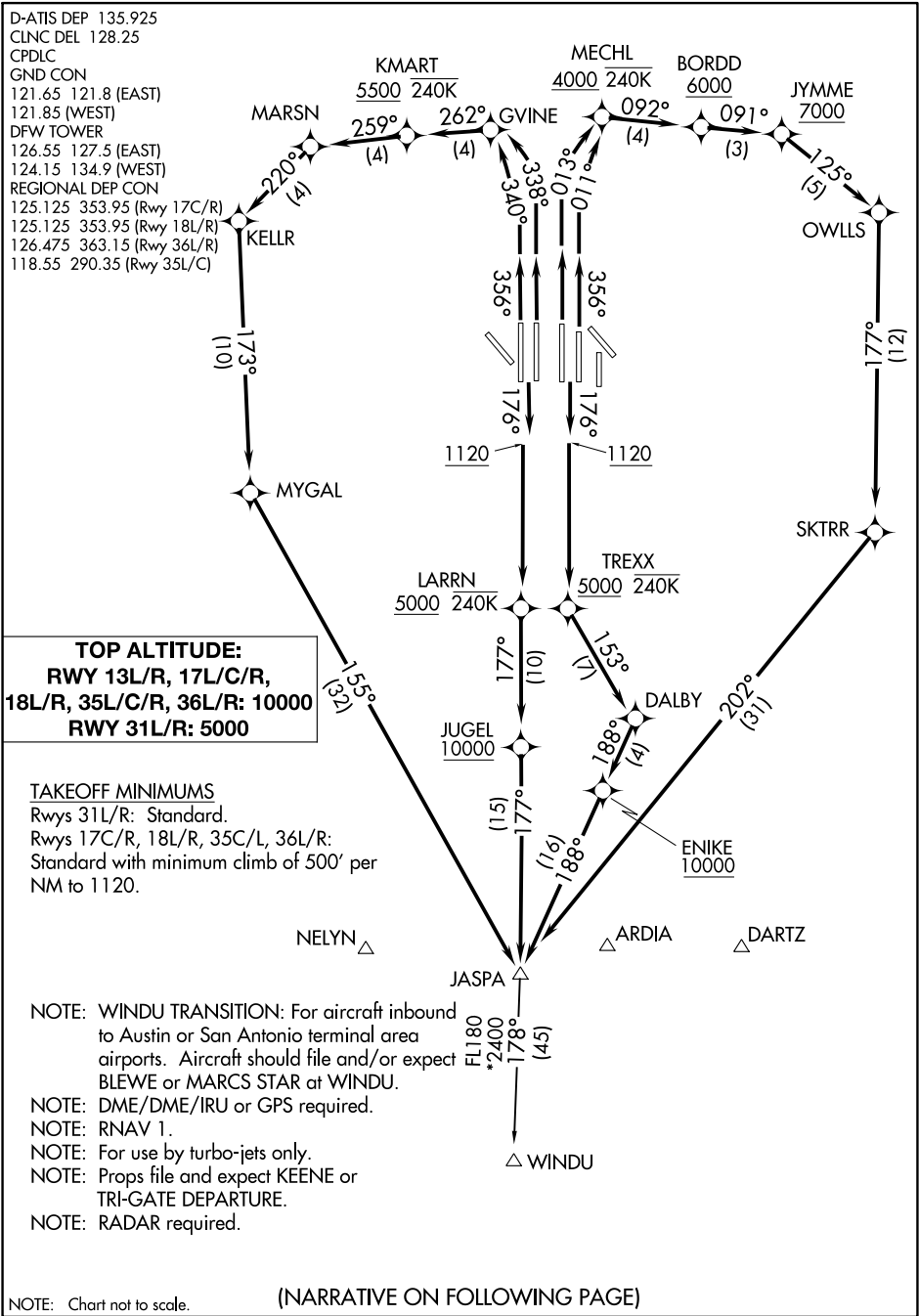
08/23/2022 THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 07/14/2022:

1. REMOVED DUPLICATE ENTRY OF ...(TRANSITION) MAINTAIN 10000, EXPECT FILED ALTITUDE TEN MINUTES AFTER DEPARTURE FROM DP ROUTE DESCRIPTION
2. CHANGED WINDU TRANSITION COMPUTER CODE FROM JASPA7.JASPA TO JASPA7.WINDU
3. UPDATED TAKEOFF RWY 31L DEPARTURE ROUTE FROM CLIMB ON HEADING 315.05 OR AS ASSIGNED BY ATC, FOR VECTORS TO JASPA, THENCE... TO CLIMB ON HEADING 315.05 OR AS ASSIGNED BY ATC, FOR VECTORS TO JASPA, MAINTAIN 5000, EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.
4. UPDATED TAKEOFF RWY 31R DEPARTURE ROUTE FROM CLIMB ON HEADING 311.27 OR AS ASSIGNED BY ATC, FOR VECTORS TO JASPA, THENCE... TO CLIMB ON HEADING 311.27 OR AS ASSIGNED BY ATC, FOR VECTORS TO JASPA, MAINTAIN 5000, EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.



Flight Procedures Cover Page	Task Action: Amendment	Task Type: SID	Estimated Chart Date: 11/03/2022	APWS Task ID: 68824B2FF2714518833B2C75A48F10E3	APWS Project ID: FB0DC90EDEDE4C4A9DF93320C8F923CB
Procedure: SID JASPA SEVEN (RNAV) DALLAS-FORT WORTH KDFW		Enroute: YES	Specialist: Copeland, Guy		Agreement Number:
Airport ID: KDFW		Airport City: DALLAS-FORT WORTH		State: TX	
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<p>Procedure Comments: AMENDMENT</p> <p>PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 SUBJECT: GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION.</p> <p>CONTACT: DAVID TEFFETELLER 202-267-5177</p>					







DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17C/R: Climb on heading 176° to 1120, then direct TREXX, cross TREXX at or above 5000 and at or below 240K, then on track 153° to DALBY, then on track 188° to cross ENIKE at or above 10000, then on depicted route to JASPA, thence. . . .

TAKEOFF RUNWAYS 18L/R: Climb on heading 176° to 1120, then direct LARRN, cross LARRN at or above 5000 and at or below 240K, then on track 177° to cross JUGEL at or above 10000, then on depicted route to JASPA, thence. . . .

TAKEOFF RUNWAY 35C: Climb on heading 356° to intercept course 011° to cross MECHL at or above 4000 and at or below 240K, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on depicted route to JASPA, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 356° to intercept course 013° to cross MECHL at or above 4000 and at or below 240K, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on depicted route to JASPA, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 356° to intercept course 340° to GVINE, then on course 262° to cross KMART at or above 5500 and at or below 240K, then on depicted route to JASPA, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 356° to intercept course 338° to GVINE, then on course 262° to cross KMART at or above 5500 and at or below 240K, then on depicted route to JASPA, thence. . . .

TAKEOFF RUNWAYS 31L/R: Climb on heading assigned by ATC, expect RADAR vectors to JASPA, maintain 5000, expect filed altitude ten minutes after departure.

. . . . (transition) maintain 10000, expect filed altitude ten minutes after departure.

WINDU TRANSITION (JASPA6.WINDU):

**Federal Aviation Administration
Categorical Exclusion Determination
Standard Instrument Departure Procedure Amendments at
Dallas Love Field and Dallas-Fort Worth International Airport, and
Standard Terminal Arrival Routes at Dallas-Fort Worth International Airport**

Description of Action:

These actions are to amend Standard Instrument Departures (SIDs) at Dallas Love Field (KDAL) and Dallas-Fort Worth International Airport (KDFW) and Standard Terminal Arrivals (STARs) at KDFW.

For KDAL:

ESNYE SEVEN DEPARTURE: ESNYE SIX will be renamed to ESNYE SEVEN and is a direct overlay of the current procedure. The transitions associated with the ESNYE SID will be renamed to reflect ESNYE SEVEN update. The BLECO and GRABE transitions will be assigned by Air Traffic Control.

RAMBL SIX DEPARTURE: RAMBL FIVE will be renamed to RAMBL SIX and is a direct overlay of the current procedure. The transitions associated with the RAMBL SID will be renamed to reflect RAMBL SIX update. The WINDU TRANSITION note will be amended to apply for aircraft inbound to Austin or San Antonio terminal area. The COLLEGE STATION TRANSITION note is amended to clarify that it applies to piston or turboprop aircraft destined for William P. Hobby Airport (HOU), Ellington Airport (EFD), Scholes International Airport at Galveston (GLS), or Texas Gulf Coast Regional Airport (LBX), also for all other types destined to all other Houston Terminal Area airports except George Bush Intercontinental Houston Airport (IAH), Conroe/North Houston Regional Airport (CXO), David Wayne Hooks Memorial Airport (DWH), Liberty Municipal Airport (T78) or LBX. The ELLVR TRANSITION note is amended for turbojet aircraft destined to HOU, EFD, GLS, or LBX. The TORNN TRANSITION is amended only for aircraft destined to IAH, CXO, DWH, T78, or Cleveland Municipal Airport (6R3).

For KDFW:

DARTZ NINE DEPARTURE: DARTZ EIGHT will be renamed to DARTZ NINE and is a direct overlay of the current procedure. The procedure will be amended to delete the BILEE TRANSITION note. The TORNN TRANSITION note is updated to apply only for aircraft destined to IAH, CXO, DWH, T78, or 6R3. The NAVASOTA and TORNN TRANSITIONS reflect the renamed procedure.

JASPA SEVEN DEPARTURE: JASPA SIX will be renamed to JASPA SEVEN and is a direct overlay of the current procedure. The proposed changes include a note that traffic at JASPA must be at or above 10000 feet mean sea level (MSL). Traffic was already at and above 10000 at this

waypoint; the procedure adds notation specifying this. The procedure will be amended to delete the note that aircraft should file and/or expect BLEWE or MARCS STAR at WINDU.

KDFW will have amended altitudes on high-side STARS. This will address resolution advisories (RAs) of the Traffic Alert and Collision Avoidance System (TCAS). The current published altitudes are causing frequent TCAS RAs, and the requested altitude changes are to mitigate safety issues.

BEREE TWO ARRIVAL: BEREE ONE will be renamed to BEREE TWO as a direct overlay with increases in altitudes as follows: From BEREE on track 312° to cross BELLS between 15000 and 17000 and at 280 knots, then on track 312° to cross TACKS between 13000 and 15000 and at 280 knots, then on track 312° to cross WARDZ between 12000 and 13000 and at 260 knots, then on track 312° to cross DIETZ at 12000 and at 210 knots, then on track 356° to WHOOT, then on track 356° to HEDMN, then on track 356°. Expect RADAR vectors to final approach course. The associated transitions reflect the renamed procedure.

BOOVE SIX ARRIVAL (RNAV): BOOVE FIVE will be renamed to BOOVE SIX and as a direct overlay with increases in altitudes as follows: From BOOVE on track 040° to cross SHMPP between 15000 and 17000 and at 280 knots, then on track 040° to cross CURLE between 13000 and 15000 and at 280 knots, then on track 040° to cross MOWWW between 12000 and 13000 and at 260 knots, then on track 040° to cross DELMO at 12000 and at 210 knots, then on track 357° to LREEE, then on track 357° to BEONE, then on track 357°. Expect RADAR vectors to final approach course. The associated transitions reflect the renamed procedure.

BRDJE FOUR ARRIVAL: BRDJE THREE will be renamed to BRDJE FOUR and as a direct overlay with increases in altitudes as follows: From SEEVN on track 225° to cross BRDJE between 17000 and FL190 and at 280 knots, then on track 226° to cross COVIE at or below 17000, then on track 224° to cross LEMYN between 13000 and 15000 and at 280 knots, then on track 225° to cross PITHY between 12000 and 13000 and at 260 knots, then on track 225° to cross STONZ at 12000 and at 210 knots, then on track 180° to ROCKZ, then on track 176° to JEKIL, then on track 176°. Expect RADAR vectors to final approach course. The associated transitions reflect the renamed procedure.

JOVEN FIVE ARRIVAL: JOVEN FOUR will be renamed to JOVEN FIVE and as a direct overlay with increases in altitudes as follows: From VKTRY on track 131° to cross JOVEN between 13000 and 15000 and at 280 knots, then on track 131° to cross MSSLE at 12000 and at 260 knots, then on track 131° to cross SILER at 12000 and at 210 knots, then on track 173° to KBOOM, then on track 176° to FUEWL, then on track 176°. Expect RADAR vectors to final approach course. The associated transitions reflect the renamed procedure.

SHMPP TWO ARRIVAL: SHMPP ONE will be renamed to SHMPP TWO and as a direct overlay with increases in altitudes as follows: From BOOVE on track 040° to SHMPP then on track 040° to ZROBA.

Landing Runways 13L/R, 17L/C/R, 18L/R: From ZROBA on track 040° to cross CURLE at 13000 and at 270 knots, then on track 040° to MOWWW, then on track 040° to cross DELMO at 12000 and at 210 knots, then on track 355°. Expect RADAR vectors to final approach course.

Landing Runways 35L/C/R, 36L/R, 31 L/R: From ZROBA on track 080° to cross RJAYY at 11000 and at 250 knots, then on track 080°. Expect RADAR vectors to final approach course. The associated transitions reflect the renamed procedure.

CEDAR CREEK ONE ARRIVAL: At WARDZ for turbojets landing south at 12000 and 260 knots on track 310° to cross DIETZ at 12000 and 210 knots then on track 355°.

BOWIE FIVE ARRIVAL: At HIKAY for turbojets landing north at 12000 and 260 knots on track 129° to cross SILER at 12000 and 210 knots, then on track 175°.

Declaration of Exclusion

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

Basis for this Determination

The District environmental protection specialist reviewed the proposed changes and determined that changes for ESNYE SEVEN, RAMBL SIX, DARTZ NINE, and JASPA SEVEN are of an administrative nature and no further environmental analysis is required. The proposed changes for BEREE TWO, BOOVE SIX, BRDJE FOUR, JOVEM FIVE, SHMPP TWO, CEDAR CREEK ONE and BOWIE FIVE were evaluated for potential impacts to environmentally-sensitive resources including but not limited to: noise-sensitive populations and areas, threatened and endangered species, historic and cultural resources, socioeconomic/environmental justice, and air quality. Since the tracks are not moving and the altitudes are being raised, not lowered, no environmental impacts are anticipated that would require additional review. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, *Procedures for Considering Environmental Impact* and FAA Order 1050.1F.

The proposed procedure amendment change meets the following categorical exclusions contained in FAA Order 1050.1F: **5-6.5 i.** *Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima.*

CONCURRENCE:

SIGNATURE: ROBERTO I RAMOS Digitally signed by ROBERTO I
RAMOS
Date: 2022.05.16 15:09:39 -05'00'

Robb Ramos, Environmental Protection Specialist
TITLE: ATO Central Service Center, Operations Support Group, AJV-C25

APPROVED BY:

SIGNATURE: CHRISTOPHER L SOUTHERLAND Digitally signed by CHRISTOPHER L
SOUTHERLAND
Date: 2022.05.17 09:10:02 -05'00'

Christopher L. Southerland, Manager
TITLE: ATO Central Service Center, Operations Support Group, AJV-C2